



PERFORMER X TURBOCHARGING SYSTEM

**For 1994-1995 Acura Integra DOHC Vtec B18C1 - Catalog #1505
and 1996-2001 Acura Integra DOHC Vtec B18C1 - Catalog #1510**

INSTALLATION INSTRUCTIONS

PLEASE study these instructions carefully before beginning this installation. Most installations can be accomplished with common tools and procedures. However, you should be familiar with and comfortable working on your vehicle. If you do not feel comfortable performing this installation, it is recommended to have the installation completed by a qualified mechanic. If you have any questions, please call our **Technical Hotline at: 1-800-416-8628**, 7:00 am - 5:00 pm, Pacific Standard Time, Monday through Friday or e-mail us at edelbrock@edelbrock.com.

NOTE: Proper installation is the responsibility of the installer. Improper installation may result in poor performance and engine or vehicle damage.

PLEASE complete and mail your warranty card. Be sure to write the model number of this product in the "Part # _____" space. **THANK YOU.**

Description:

The Edelbrock Performer X Turbocharging System is a **complete Turbo Kit** that gives 1994-1995, and 1996-2001 Acura Integra DOHC VTEC B18C1 owners a 70-80 horsepower increase from turbocharging. The Garrett GT-28RS ball bearing turbo comes pre-assembled as one unit with a Ni-resist cast exhaust manifold and exhaust elbow, and inlet oil and water lines for the simplest possible installation. The system includes a high-performance Victor X intake manifold with four additional injectors and a separate electronic controller to add fuel and retard spark under boosted conditions. The Edelbrock Exhaust manifold and elbow are designed for maximum flow and high velocity for quicker turbo spool-up. We have included an intercooler, blow-off valve, windshield pillar mount boost gauge, a turbo oil supply adapter, and pre-assembled Russell oil, water, and fuel lines to make this one of the most complete kits on the market.

Before Beginning:

NOTE: Exposed fuel and oil will be present during this installation:

WARNING: WHEN WORKING AROUND GASOLINE OR OIL, WORK IN A WELL VENTILATED AREA, AND KEEP ALL OPEN FLAMES, SPARKS AND OTHER SOURCES OF IGNITION AWAY FROM THE WORK AREA. FAILURE TO DO SO CAN RESULT IN A FIRE OR EXPLOSION.

NOTE: Some procedures in the installation will require the vehicle being raised on jackstands or a lift:

WARNING: WHEN RAISING A VEHICLE, MAKE SURE THE VEHICLE IS ON LEVEL GROUND AND SUPPORTED SECURELY BY JACKSTANDS. NEVER WORK UNDER A VEHICLE THAT IS SUPPORTED BY A JACK ONLY!

NOTE: Installing this turbocharger kit will substantially increase the power output of your engine:

Before installing this kit, you should perform a compression test to ensure that your engine is in good condition. Consult a Factory Service Manual for the proper compression test procedure and acceptable in-service limits. The valve lash should be properly adjusted. If the valves are not properly seating, or the valve lash is not properly adjusted, the increased temperatures created by the increased power output could accelerate valve seat wear and cause burnt valves. If for any reason your engine has oil pressure that is below the acceptable service limits as specified in the Factory Service Manual, this problem should be corrected before installing this turbocharger kit. (**NOTE:** Check kit contents on the following page before starting your installation).

After Installation, Before Starting the Vehicle:

We recommend the use of a synthetic 10W30 motor oil. Mobil1 was used in our testing. Before starting the vehicle, the oil drain hose should be disconnected from the oil pan and the engine should be turned over with the starter until oil is running out of the oil drain hose (*Note: This may take one or two minutes of intermittent cranking for the oil system to be primed and for oil to reach the drain hose. To keep from abusing the starter, crank the engine in 20-30 second intervals, until oil reaches the drain hose.*). This will ensure that the turbo is lubricated before the initial start-up. This should be done with the spark plugs removed and the wiring disconnected from the Auxiliary Engine Management Computer. Disconnecting the wiring from the auxiliary computer will disable the ignition. Along with synthetic oil, we strongly recommend using a colder spark plug in the engine. In our testing, we used Champion RC9MC4 spark plugs (Stock #434). You may use any manufacturer's plug that matches the stock plug configuration and is two to three heat ranges colder than stock. The use of 91 octane fuel minimum is required with the use of this Performer X turbocharger kit. The increased cylinder pressures created as a result of turbocharging can lead to detonation (pinging), if lower grade fuel is used. The oil level should be kept at approximately 1/4 of the distance from the low to high marks on the dipstick to help oil drainback from the turbocharger. Also, using a high flow, aftermarket exhaust in combination with the Performer X turbocharger kit is highly recommended.

Kit Contents

Qty. Description

Individual Parts

- ☐ 1 Turbocharger / Exhaust Manifold / Exhaust Elbow / Oil-Water Line Assembly
- ☐ 1 Performer X Intake Manifold / Turbo Fuel System Assembly
- ☐ 1 Oil Supply Sandwich Adapter Assembly (**Note:** A ½" allen wrench is required for installation of the adapter)
- ☐ 1 Intercooler
- ☐ 1 Compressor Inlet Pipe, Cast Aluminum
- ☐ 1 Compressor Outlet Pipe, Cast Aluminum
- ☐ 1 Intercooler Inlet Pipe
- ☐ 1 Intercooler Outlet Pipe
- ☐ 1 Intake Manifold Inlet Pipe
- ☐ 1 Coolant Pipe (Lower Radiator Re-Routing)
- ☐ 1 Exhaust Down Pipe
- ☐ 1 Air Filter / Attachment Hose / Clamps Assembly
- ☐ 1 Blow Off Valve Assembly
- ☐ 1 Boost Gauge / Plumbing Assembly
- ☐ 1 Boost Gauge Mounting Pod (Pillar Mount)
- ☐ 1 Gasket, Intake Manifold
- ☐ 1 Radiator Fan (Includes Thru-Core Radiator Mounts)
- ☐ 1 E.O. Sheet
- ☐ 1 E.O. Decal

Wiring Kit

- ☐ 1 Auxiliary Engine Management Computer
- ☐ 1 VTEC Pressure Switch Control Box
- ☐ 1 Main Wiring Harness
- ☐ 1 Auxiliary Fuel Injector Wiring Harness
- ☐ 1 2-Bar MAP Sensor
- ☐ 1 CAT Sensor
- ☐ 14 Butt Splice Connectors, Wiring
- ☐ 10 8" Tie Wraps

Hardware Kit

- ☐ 1 EVAP Purge Solenoid Bracket
- ☐ 3 Fuel Rail Spacers
- ☐ 1 Nylon Plug (Compressor Inlet Pipe Temp Sensor Hole)
- ☐ 7 M8 x 1.25 Stainless Steel Stud (Exhaust Manifold To Cylinder Head)
- ☐ 6 M8 x 1.25 Stainless Steel Nut (Exhaust Manifold To Cylinder Head)
- ☐ 13 M8 Stainless Steel Split Washer
- ☐ 3 M10 x 1.5 Studs (Exhaust Downpipe to Turbo Outlet Elbow)
- ☐ 3 M10 x 1.5 Flange Nut (Exhaust Downpipe to Turbo Outlet Elbow)
- ☐ 4 M8 x 1.25, 25mm Long Bolt (Compressor Outlet Pipe to Intercooler Inlet Pipe)
- ☐ 2 ¼-20 x ½" Hex Head Bolt (Turbo Oil Drain Adapter Fitting, Steel Oil Pan)
- ☐ 2 Socket Head Cap Screw, M8 x 1.25, 20mm Long (Turbo Oil Drain Hose to Turbo Oil Drain Flange)
- ☐ 2 M8 Spring Washer (Turbo Oil Drain Hose Mounting)
- ☐ 1 M8 x 1.25, 12-point Stainless Steel Nut (Exhaust Manifold to Cylinder Head)
- ☐ 1 M8 x 1.25, 12mm Long, Serrated Flange Hex Head Bolt (Compressor Inlet to Support Brace)
- ☐ 3 M6, 30mm Long Serrated Flange Hex Head Bolt, Black Oxide Finish (Fuel Rail)
- ☐ 1 M6 x 1.0 Serrated Flange Nut, Black Oxide Finish (A/C Bracket)
- ☐ 1 M5 x 0.8 Nylock Nut (EVAP Purge Solenoid)
- ☐ 1 Offset Intake Camshaft Sprocket Key (3° Advanced)
- ☐ 1 ft. 18 ga. Yellow Wire
- ☐ 1 ft. 18 ga. Blue Wire

Kit Contents (Continued)

Hose Kit

- ☐ 1 Clutch Line
- ☐ 1 Turbo Oil Drain Hose Assembly
- ☐ 1 Turbo Fuel Rail to Stock Fuel Rail Hose Assembly
- ☐ 1 Fuel Filter to Turbo Fuel Rail Fuel Hose Assembly
- ☐ 1 2" Silicone Hose Coupling (Compressor to Compressor Outlet Pipe)
- ☐ 1 2 ½" - 3" Silicone Hose Coupling (Compressor Inlet Pipe to Compressor)
- ☐ 1 2 ½" - 2 5/8" Silicone Hose Coupling (Intake Manifold Inlet Pipe to Throttle Body)
- ☐ 1 2 ¼" Silicone Hose Coupling (Intercooler Outlet Pipe to Intake Manifold Inlet Pipe)
- ☐ 2 2 ¼" - 2 ½" Silicone Hose Couplings (Intercooler Inlet/Outlet Pipes to Intercooler)
- ☐ 2 1 ¼" - 1 3/8" Silicone Hose Coupling (Coolant Re-Route Pipe)
- ☐ 3ft. 3/8" Cam Cover Breather Hose
- ☐ 7ft. ¼" Red Silicone Hose, Wastegate & Blow-Off Valve
- ☐ 5ft. 5/16" Purge / PCV Hose
- ☐ 3ft ¼" Fuel Hose, Fuel Pressure Regulator Return

Hose Clamp Kit

- ☐ 1 Hose Clamp, 2 9/16" - 3 ½"
- ☐ 4 Hose Clamps, 2 1/16" - 3"
- ☐ 5 Hose Clamps, 1 13/16" - 2 ¾"
- ☐ 2 Hose Clamps, 1 9/16" - 2 ½"
- ☐ 4 Hose Clamps, 1 5/16" - 2 ¼"
- ☐ 2 Hose Clamps, 5/16" I.D.

Gasket Kit

- ☐ 1 Throttle Body to Intake Manifold Gasket
- ☐ 1 Turbo Outlet Elbow to Exhaust Down Pipe Gasket
- ☐ 1 MAT Sensor Gasket
- ☐ 1 O2 Sensor Bung Gasket (Second O2 Sensor Bung)
- ☐ 1 Oil Drain Adapter Fitting Gasket
- ☐ 2 ¼" Stato Seal Washer (Turbo Oil Drain Adapter)
- ☐ 4 12.3mm I.D. / 16.2mm O.D. / 1.5mm Thick, Aluminum Crush Washer (Fuel Banjo Fittings)
- ☐ 1 Compressor Outlet Pipe to Intercooler Inlet Pipe O-Ring
- ☐ 1 Turbocharger Oil Drain Flange O-Ring
- ☐ 1 Inlet Air Temperature Sensor Grommet
- ☐ 2 Lower Intercooler Mount Grommets

Fitting Kit

- ☐ 1 Throttle Cable Bracket
- ☐ 1 Turbo Oil Drain Adapter Fitting
- ☐ 1 10mm Barb to ¼"NPT Adapter Fitting
- ☐ 1 17mm Barb to 3/8"NPT Adapter Fitting
- ☐ 2 3/16" Barb to 1/8"NPT Adapter Fitting
- ☐ 1 ¼"NPT to ¼"NPT Female Street Elbow
- ☐ 2 1/8"NPT Pipe Plugs
- ☐ 2 ¼" Barb to 1/8"NPT Adapter Fitting
- ☐ 2 8mm Barb to 1/8"NPT Adapter Fitting
- ☐ 1 9mm Barb to ¼"NPT Adapter Fitting
- ☐ 2 8mm Barb to ¼"NPT Adapter Fitting
- ☐ 1 3/8" Barb to ¼"NPT Male Adapter Fitting
- ☐ 1 Plug, O2 Sensor Bung (Second O2 Sensor Bung)

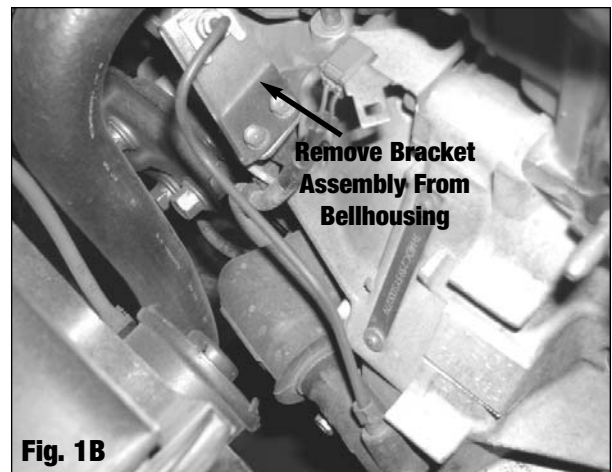
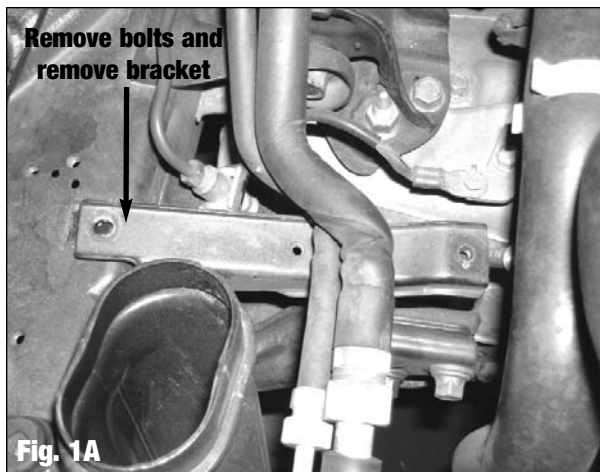
INSTALLATION INSTRUCTIONS

Initial Parts Removal (See factory service manual for procedures where noted)

1. Begin by disconnecting the battery and draining the engine oil and coolant from the engine. Remove the battery hold down using a 10mm wrench and remove the battery. Disconnect any wiring attached to the battery tray, and remove the tray, using a 12mm socket on the tray bolts. Set aside. (This will provide improved access to the firewall for wiring later on.)
2. Remove the front lower splash shield and front bumper cover, as per the factory service manual procedure. The front inner fender liners do not need to be removed. You can allow the front inner fender liners to hang free, remaining attached to the rear of the front wheel well openings. Remove the stock intake tube and upper/lower air box following the service manual instructions. Save the air box mounting bolts and grommets. These will be used to mount the compressor piping to the chassis.
3. Remove the lower radiator hose. Dissconnect the upper radiator hose from the radiator only. Allow the upper radiator hose to remain attached to the cylinder head coolant outlet. **NOTE:** Remember to catch any draining coolant in a pan. If it is clean, it may be reused after the installation is complete. Otherwise, dispose of it properly and replace with fresh fluid after finishing the installation.
4. Remove the bolt holding the horn onto the center radiator support and move the horn to the side.
5. Remove the driver's side tie down bracket (tow hook) located behind the lower radiator support.
6. Under the vehicle, remove the Oxygen Sensor from the factory lower exhaust header (B-Pipe), and move to the side. Disconnect the factory B-Pipe from the Catalytic Converter, inspect the donut gasket for wear. If it is in good shape, it may be re-used. Disconnect the B-Pipe from the upper exhaust header. Remove the bolts holding the metal pipe portion of the heater hose to the intake manifold support bracket. Remove the lower bolts of the bracket. From above the vehicle, remove the exhaust manifold heat shield and upper exhaust manifold. If exhaust manifold gasket is not damaged, set it aside to be reused.
8. Remove the radiator cooling fan (passenger side).
9. Remove the upper and lower A/C line support brackets and remove the radiator upper retaining brackets. Set these aside.

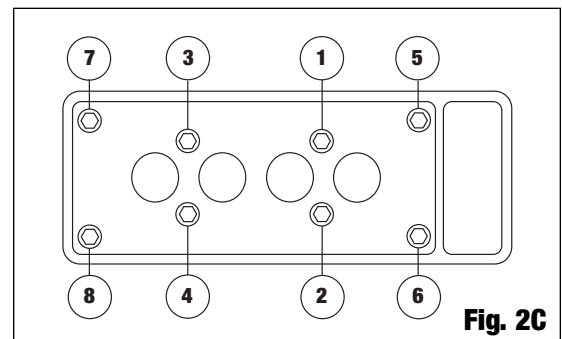
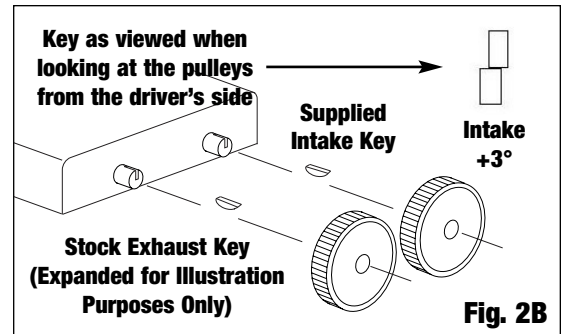
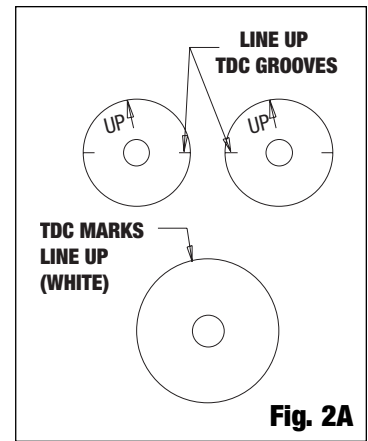
Clutch Line Installation

1. Remove the A/C line support bracket on the passenger side inner fender (**See Fig. 1A**).
2. Remove the clip from the clutch line at the passenger side fender and disconnect the flexible clutch line. Use a rag or a drip pan to catch any dripping clutch fluid. (**NOTE:** Be careful not to drip fluid on painted surfaces. Clutch/Brake fluid will damage paint.)
3. Disconnect the clutch hard line on the transmission from the clutch slave cylinder. Remove the bolts holding the clutch line bracket on the transmission bellhousing, and remove the bracket and clutch lines as an assembly (**See Fig. 1B**). Reinstall bracket bolts into the bellhousing and torque to factory specifications.
4. Install the supplied Russell braided clutch line. Remember to reinstall the factory clutch line retaining clips at each end of the clutch line.
5. Bleed the clutch to remove any air in the clutch system. Refer to your factory service manual for proper procedure.



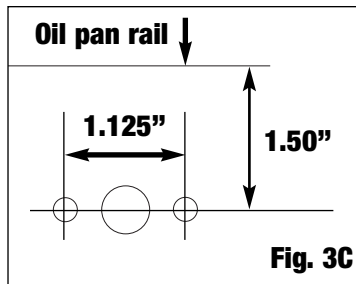
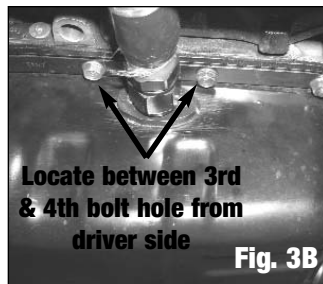
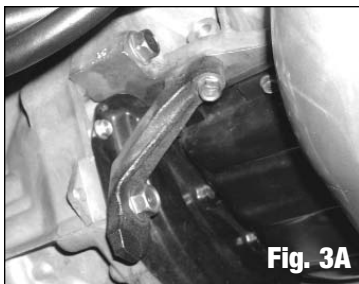
Offset Intake Camshaft Sprocket Key Installation

1. Remove the spark plug wire cover, the spark plug wires, and the wire clamps. Remove the valve cover. Removing the spark plugs will make it easier to turn the engine over in step 8.
 2. Remove the plastic 'Middle' Timing belt cover (See service manual for reference).
 3. To simplify the timing belt adjustment, turn the engine over to TDC on the number one cylinder (closest to the belts). The "UP" arrows on the stock cam sprockets should be up, and the TDC marks aligned (**See Fig. 2A**).
 4. Inspect the timing belt for cracks or oil or coolant soaking and replace, if necessary. Refer to your service manual for complete replacement instructions. Wipe up any oil or solvent that gets on the belt while you are working on it.
 5. Loosen (**Do not remove!**) the cam sprocket mounting bolts.
 6. Loosen (**Do not remove!**) the belt tensioner-mounting bolt.
 7. Remove the intake cam sprocket mounting bolt and the cam sprocket.
 8. Install the supplied offset key and re-install the cam sprocket (**See Fig. 2B**). Hand tighten sprocket mounting bolt at this time.
 9. Slip the timing belt back over the sprockets, making sure the "UP" arrows, and TDC marks are aligned. These will be slightly offset, due to the offset key (**See Fig. 2A**). Tighten intake sprocket mounting bolt to 40 ft-lbs.
 10. Rotate engine 5-6 revolutions (counterclockwise when facing engine pulleys) to seat the timing belt.
 11. Tighten the tensioner-mounting bolt to 40 ft-lbs. If you can twist the belt more than 90° by hand, the belt is too loose. If so, check to see if the tensioner is stuck by loosening the mounting bolt and pulling up on the tensioner (use a bent hanger or hook).
 12. Replace the middle timing belt cover.
 13. Clean the valve cover seal surfaces on the head. If the seal is not cracked or hardened, it may be re-used. Press it into the receiver groove in the cover and apply automotive sensor safe silicone to the eight corner edges on the head seal surface where the cam caps meet the head. Allow to air-dry for 10 minutes before installing the cover.
 14. Tighten the cover to 8 ft-lbs in two or three steps (**See Fig. 2C**).
 15. You do not need to re-install the spark plug wires and cover at this time.
- NOTE:** Remember to reset ignition timing after installation is complete.



Oil Drain Adapter Installation (**Note: Removal of the oil pan is required to install the turbo oil drain adapter**)

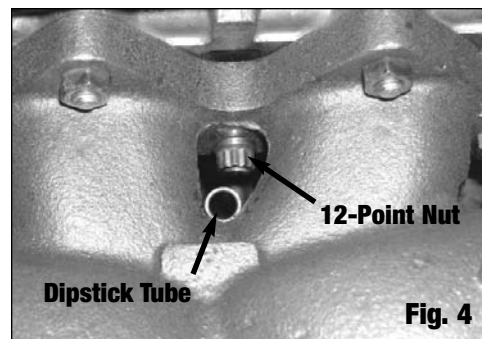
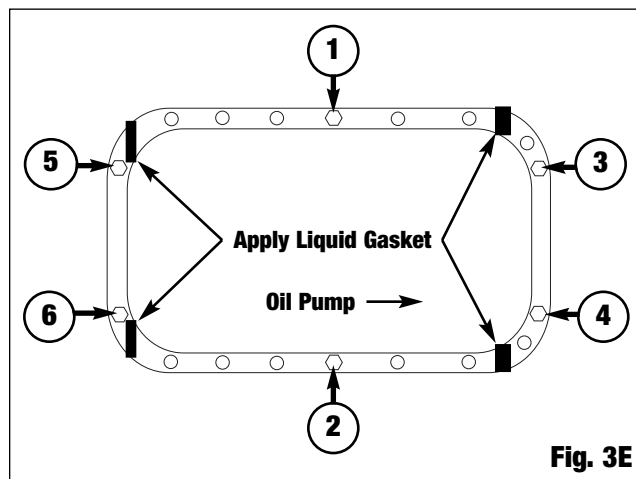
1. Remove the front and rear stiffening brackets connecting the block to the bell housing (**See Fig. 3A**). Remove the bellhousing cover. Using a 10mm socket, remove the oil pan nuts and bolts and remove the oil pan. If necessary, gently tap on the oil pan with a rubber or plastic mallet to loosen the seal between the oil pan and the engine block. Carefully remove and inspect the oil pan gasket. If it is not cracked or torn, it may be re-used.
2. The Oil Drain Adapter requires the oil pan to be drilled. Mark the area to be drilled. Center the drain hole below the third bolt hole from the driver's side on the front of the oil pan (**See Fig. 3B**), 1.5" from the Oil Pan Rail (**See Fig. 3C**). Using a scratch awl, mark the center of each bolt hole 9/16" away from the center of the center drain hole so the distance between the bolt holes, from center to center, is 1.125" (**Fig. 3C**). Make sure this location will not interfere with the oil baffle inside the pan. If needed, move the location slightly to avoid any interference with the baffle (**Fig. 3D**).
3. Using a center punch, indent each drilling location to prevent the drill bit from walking. Pre-drill each hole with a 1/8" bit. Secure the oil pan on a work bench or on a drill press, and drill the outer bolt holes to 1/4". Drill the center drain hole to 1/2". Deburr the holes and thoroughly clean the oil pan to remove metal shavings.
4. Install the Oil Drain Adapter onto the oil pan using the two 1/4-20 x 1/2" bolts (We recommend using blue Loctite on the threads) and the two 1/4" Stato-Seal washers on the inside of the oil pan, using the gasket on the outside of the pan (**See Fig. 3D**). Torque the bolts to 6-8 ft/lbs.



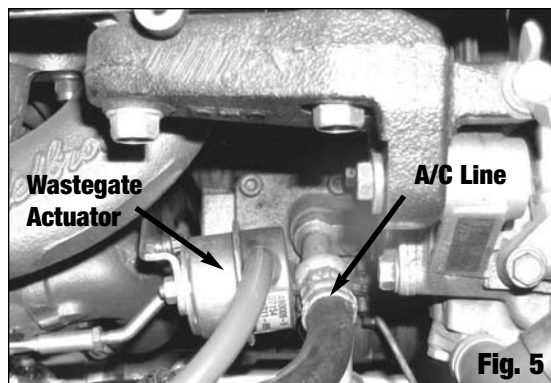
5. Apply sealant (Permatex Ultra Grey or equivalent) to the oil pump to block, and passenger side cover to block mating surfaces (**See Fig. 3E**). Reinstall the oil pan. Finger tighten nuts 1-6 to hold the pan in place (**See Fig. 3E**). Install remaining bolts finger tight. Tighten all nuts/bolts to 8-9 ft/lbs. Start with nuts 1-6, and tighten the remaining bolts in a clockwise manner, starting in the center and working your way out.
6. Reinstall the bellhousing cover and front and rear stiffening brackets. Torque the bolts to factory service manual specifications.

Turbocharger / Exhaust Manifold Assembly Installation

1. Using a zip-tie or twine, carefully flex the upper and lower A/C lines and the radiator as far forward as possible and temporarily secure. Also flex the upper radiator hose towards the engine and temporarily secure with zip-ties or twine. This will provide additional clearance to place the turbocharger/exhaust manifold assembly into position.
2. Install the seven supplied 8mm x 1.25 studs into the exhaust manifold bolt holes. Hand tighten only. **Note:** Do not reuse the factory exhaust bolts. Some vehicles may have factory installed studs. These may be reused, or replaced with Edelbrock studs if desired.
3. Being careful not to damage the oil feed and coolant lines, or the radiator fins, bring the turbo assembly into position by lowering it into the engine compartment. It is helpful to lower it into the gap created by tying the upper radiator hose back, and moving the assembly towards the driver side and into position on the exhaust manifold studs. Use the stock exhaust gasket. (**Note:** If the gasket is in good condition, it may be re-used. The gasket should show no signs of leaking, cracks, missing pieces, or burnt areas. If the gasket is not in good condition, it should be replaced. Thoroughly clean flange of any old gasket material). Using the supplied 8mm x 1.25 12-point nut on the center exhaust manifold stud (**See Fig. 4**), and the six supplied 8mm x 1.25 6-point nuts, attach the turbo assembly to the engine block. You may need to bend the dipstick tube slightly to clear the exhaust manifold (**See Fig. 4**). Refer to the Honda Factory Service Manual for torque values and sequence.



4. In some instances, the A/C line near the wastegate actuator may be touching or rubbing on the wastegate actuator. If this is the case, carefully use a pry bar and apply smooth, even pressure to slowly flex the line away from the wastegate actuator until there is approximately 1/4" clearance between the A/C line and the actuator (**See Fig. 5**).
5. With the turbo assembly installed, you may install the supplied electric fan in place of the stock passenger side fan, using the supplied "Thru-core Mounts" and clips. Push the mounts through the mounting holes on the fan, sliding them between the radiator fins and through the radiator. Push them through the clips and secure the fan. Trim off any excess protruding through the clips.
6. Lay out the Coolant Lines and Oil Feed Line in their approximate routing locations. The Oil Feed Line (the line with the 6AN female fitting) should head down and towards the driver's side, then up along the driver's side inner fender and towards the back of the engine, taking care not to route the line in the way of any moving parts (such as: pulleys, timing belts, etc.). The coolant lines should be routed down toward the passenger side, then up and toward the rear of the engine.



Factory Intake Manifold Removal

1. Relieve fuel pressure first by loosening the banjo bolt connecting the fuel line to the fuel filter. Place a shop towel or rag over the wrench while loosening the banjo to soak up any fuel spray (**See Fig. 6**). When loosening or tightening the banjo bolt on the fuel filter can, use a 19mm wrench of the hex of the fuel filter can to counteract the torque of loosening or tightening the banjo bolt. This will prevent the fuel filter can and bracket from being improperly loaded during loosening or tightening at the banjo bolt.
2. Disconnect the fuel injector wiring harness from the bracket on the fuel rail and unplug the harness from the fuel injectors and purge valve (Note the locations of each plug on the harness to prevent improper connection during reinstallation). Disconnect the Throttle Position Sensor plug, MAP Sensor plug, and Idle Air Control Motor plug. Disconnect the purge line from the purge valve. Disconnect the fuel return line from the steel chassis fuel line. Disconnect the fuel feed line from the fuel filter. Disconnect the coolant lines from the throttle body and manifold flange. Disconnect the vacuum lines at the rear of the manifold. The intake manifold support bracket does not need to be removed from the intake manifold. It can be removed with the intake as an assembly since the bolts attaching it to the block were removed previously. Remove the throttle cable. Remove the factory intake manifold nuts. Remove the intake manifold assembly and set aside.
3. Stuff the open intake ports in the cylinder head with paper towels to prevent any debris from entering the engine. Thoroughly clean the gasket surface removing any remaining sealant or gasket material.

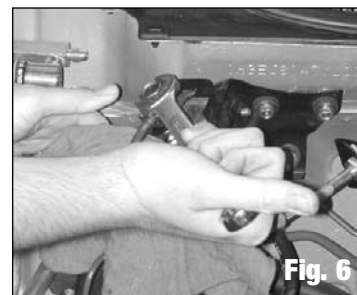


Fig. 6

Oil Supply Adapter Installation

1. With the intake manifold removed, there will be much more clearance to install the Oil Supply Adapter. Remove the stock oil filter (Replace). Install the Oil Supply Sandwich Adapter in place of the stock oil filter. Make sure the O-Ring is facing toward the engine block, and the threaded stud with 1/2" hex opening is facing out. Tighten with a 1/2" Allen Wrench. Make sure the blue fitting is facing toward the driver's side, pointing upward slightly, about the 10 o'clock position. On 1510 installations, route the supply line such that it will pass between the knock sensor and the coolant line (**See Fig. 7**). Install a new oil filter. Route the oil supply line to the sandwich adapter. Using a light coat of oil on the threads, tighten the female fitting onto the blue fitting on the sandwich adapter.



Fig. 7

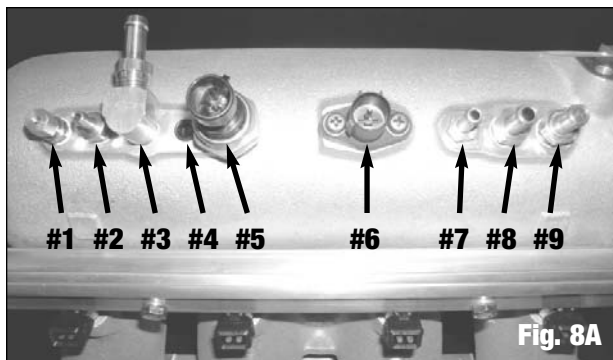


Fig. 8A

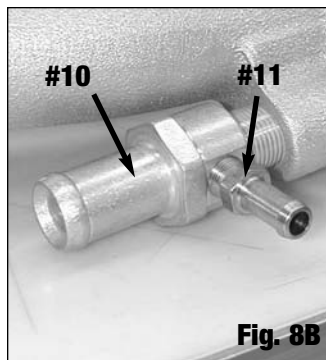


Fig. 8B

Victor X Manifold Installation

1. (**Note:** Use teflon paste on the threads of fittings before installing them into the intake manifold). Install the vacuum fittings, MotoTron Manifold Air Pressure (MAP) Sensor, and the stock Manifold Air Temperature (MAT) sensor on the underside of the Victor X intake manifold (**See Fig. 8A**). Install the water outlet fitting into the mounting flange, and install the 1/8" NPT x 8mm barb fitting (or 1/8" NPT Pipe Plug for 1510 installations) into the water outlet fitting (**See Fig. 8B**). (Refer to **Fig. 8C** for Fitting Descriptions).
2. Remove the idle air control motor (IAC) from the factory intake manifold and install onto the Victor X intake manifold. Remove the throttle body (with MAP sensor attached), and two throttle body studs from the factory intake manifold. Using two nuts on the studs, and jamming them, will help get the studs out of the stock intake manifold (**See Fig 9**). Install the two throttle body studs into the Victor X intake manifold, one on the upper right bolt hole of the throttle body mounting flange and one on the lower left bolt hole. Install the stock throttle body and gasket onto the Victor X manifold. Remove the stock throttle cable bracket bolts, and install the supplied throttle cable bracket onto the Victor X manifold using the stock bolts. Remove the stock fuel rail/injectors/purge valve/fuel pressure regulator and install onto the Victor X manifold

- | | |
|-----|---|
| #1 | Boost Gauge Adapter Fitting (Boost Gauge Line, Found in the Boost Gauge Box) |
| #2 | 3/16" Barb x 1/8" NPT (Fuel Pressure Regulator Hose) |
| #3 | 1/4" NPT Street Elbow & 10mm Barb x 1/4" NPT (Power Brake Booster Hose) |
| #4 | 3/16" Barb x 1/8" NPT (Cruise Control Vacuum Hose, if equipped), or 1/8" NPT pipe plug (No Vacuum Cruise Control) |
| #5 | Mototron MAP Sensor |
| #6 | Stock Manifold Air Temperature (MAT) Sensor |
| #7 | 1/4" Barb x 1/8" NPT (Blow-Off Valve Hose) |
| #8 | 8mm Barb x 1/4" NPT (PCV Hose) |
| #9 | 9mm Barb x 1/4" NPT (Purge Valve Hose) |
| #10 | 17mm Barb x 3/8" NPT (Manifold Water Outlet) |
| #11 | 8mm Barb x 1/8" NPT (Throttle Body Coolant Hose) (Use 1/8" NPT Pipe Plug on 1510 Installations) |

Fig. 8C

using the stock hardware (Inspect all O-Rings and Seals for wear, replace if necessary). In order to use the factory fuel pressure regulator on the Victor X intake manifold, you will need to rotate it 180° so that the outlet is now pointing toward the valve cover. Attach the Turbo Fuel Rail to Stock Fuel Rail hose assembly female end with the 180° bend to the driver's side of the turbo fuel rail. Loop the hose under the Victor X intake manifold and attach the banjo end to the stock fuel rail using the stock banjo nut. Use the new banjo sealing washers supplied in the kit. Attach the auxiliary fuel injector wiring harness to the auxiliary injectors.



Fig. 9

3. Using the supplied gasket, install the Victor X manifold / throttle body / fuel system assembly onto the engine (**See Fig. 10**). (Remember: Remove the paper towels or rags before installing the intake manifold). After placing the Victor X manifold onto the intake studs, tighten all intake nuts. Follow the factory service manual for proper torque values and tightening sequence. Reconnect all factory sensors and vacuum hoses. Re-connect the factory fuel injector wiring harness to the stock fuel injectors, and re-attach the harness to the fuel rail bracket. Re-connect the stock throttle cable to the new bracket and following the factory service manual, adjust the throttle cable for proper operation.
4. Connect the Fuel Filter to Turbo Fuel rail hose assembly. Connect the 90° banjo end to the fuel filter using the factory banjo bolt. Use the new banjo sealing washers supplied in the kit. Connect the 90°, -6 AN female end to the auxiliary fuel rail. Using the supplied 1/4" SAE fuel hose, connect the fuel pressure regulator outlet to the fuel return line using the stock hose clamps.



Fig. 10

Plumbing, and Intercooler Installation

1. Remove the horn from the stock location.
2. Remove the bumper beam gusset on passenger side (black ABS plastic) to access the bumper bolts (**See Fig. 11**). Remove the outer bumper bolt (under gusset, goes through to the inner fender) and replace it with the supplied 25mm long bolt. Using an 8mm nut, attach the horn to this new bolt (**See Fig. 11**). Replace the bumper beam gusset.
3. Attach the Oil Drain Hose Assembly to the turbo housing using the two 8mm x 1.25 (20mm long) Socket Head Capscrews and the two 8mm spring washers. Be sure the Turbo Oil Drain flange O-Ring is in place. (A bit of grease on the O-Ring helps to hold it in place). The bend in the fitting at the turbo end should point toward the front of the vehicle. Attach the female AN fitting to the Oil Drain Adapter on the oil pan. Make sure the hose is not kinked.

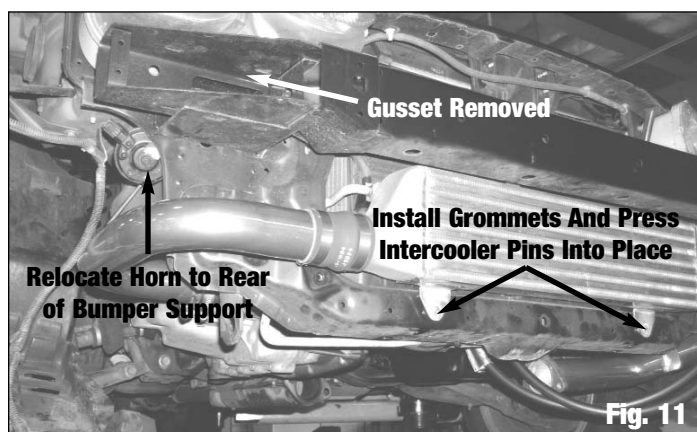


Fig. 11

4. There is an A/C line in front of the power steering cooler line. This will need to be modified in order for the intercooler to fit properly. Remove the bolts holding the power steering cooler line to the radiator support. Carefully flex the power steering line out of the way, and carefully bend the A/C line by pushing it towards the radiator. It should sit between the power steering cooler line and the radiator when the power steering cooler line is flexed back to its original position. Reinstall power steering cooler line mounting bolts. **NOTE: When modifying tubing, always CAREFULLY and SLOWLY bend the line to avoid damaging or kinking the tubing.**
5. Install the intercooler grommets into the holes in the lower radiator support as shown (**See Fig. 11**). Using a small amount of silicone-based spray lubricant on the grommets will make installation easier. Mount the intercooler by pressing the pins on the lower edge of intercooler into the grommets (**See Fig. 11**). Attach intercooler brace to center radiator support using supplied 6mm x 1.0, black oxide, serrated flange bolt and nut, and 1/4" zinc plated washer.
6. Attach Compressor Outlet Pipe to the compressor outlet using the supplied silicone connector and the appropriate hose clamps. The outlet of the compressor outlet pipe should face toward the driver's side of the vehicle (**See Fig. 12A**). Attach the intercooler inlet pipe to the compressor outlet pipe using the three 8mm x 1.25 (25mm long) bolts, O-Ring (Use a bit of grease on the O-Ring to hold in place), and

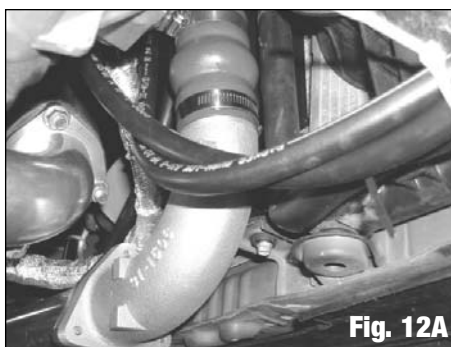


Fig. 12A

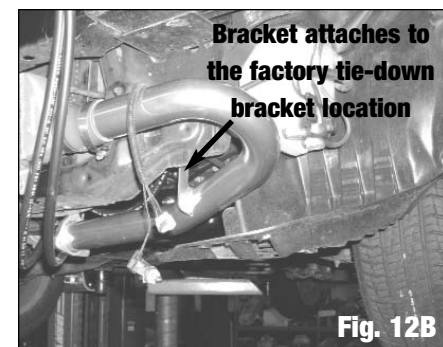


Fig. 12B

the three 8mm split lockwashers. Attach the intercooler inlet pipe to the intercooler using a 2 ¼" to 2 ½" silicone coupling and the appropriate hose clamps. Attach the bracket on the intercooler inlet pipe to the factory tie-down bracket location (which was removed earlier) using the factory bolt **(See Fig. 12B)**. Attach the intercooler outlet pipe to the intercooler with one of the 2 ¼" to 2 ½" silicone couplings and the appropriate hose clamps. Bolt the support bracket on the pipe to the inner fender using one of the factory lower airbox bolts.

7. Install the Blow-Off Valve onto the intake manifold inlet pipe. Make sure the O-Ring is properly seated on the Blow-Off Valve flange. Install the Blow-Off Valve and V-Band and tighten the V-Band. Install the supplied banjo fitting onto the Blow-Off Valve using the supplied sealing washers. Install a 1/4" barb to 1/8" NPT fitting (for wastegate actuator hose) into the hole near the throttle body end of the intake manifold inlet pipe **(See Fig. 13)**. Install the CAT (Charge Air Temp) sensor in to the threaded fitting next to the wastegate fitting on the intake manifold inlet pipe **(See Fig. 13)**. Use thread sealant on the threads of the sensor and the fitting.
8. Attach the intake manifold inlet pipe to the intercooler outlet pipe using the 2 ¼" silicone coupling and the appropriate hose clamps. Attach the intake manifold inlet pipe to the throttle body using one of the 2 ½" to 2 5/8" silicone couplings and the appropriate hose clamps. Attach the intake manifold inlet pipe to the passenger side shock tower using one of the stock air box bolts.
9. Install the factory O2 sensor into the Exhaust Down-Pipe. Thread the three 10mm x 1.5 studs into the exhaust elbow, hand tight. Making sure the exhaust down-pipe gasket is in place, install the exhaust down-pipe onto the exhaust elbow using the provided 10mm x 1.5 flanged nuts. Using the stock donut gasket (if in good condition), attach the exhaust down-pipe to the stock catalytic converter using the factory bolts. Attach the down pipe to the lower exhaust bracket using the factory bolts **(See Fig. 14)**.
10. If applicable, press the supplied nylon plug into the non-threaded hole on the compressor inlet pipe. Install a 3/8" barb x 1/4" NPT fitting into the threaded hole in the pipe. Fit the Compressor Inlet Pipe to the compressor inlet using the supplied silicone coupling and clamps **(See Fig. 15A)**. Do not fully tighten. Adjust the compressor Inlet pipe for alignment, and connect the compressor inlet pipe to the brace on the Intake Manifold Inlet Pipe using the M8 x 1.25 (25mm long) bolt **(See Fig. 15B)**. Tighten all nuts/bolts and hose clamps. Connect Air Filter Assembly to the compressor inlet pipe using the supplied silicone coupling and hose clamps.
11. Cut the 3/8" hose to length and connect it to the fitting on the compressor inlet pipe on one end and to the valve cover breather port on the other end.

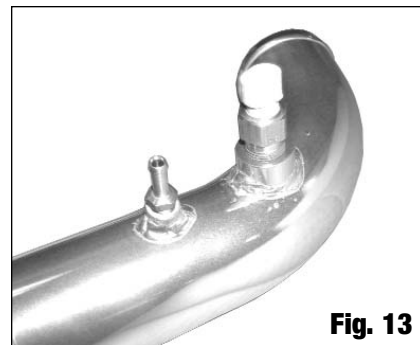


Fig. 13

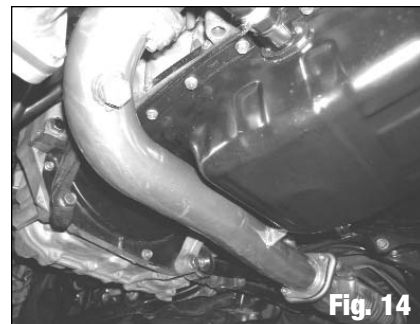


Fig. 14

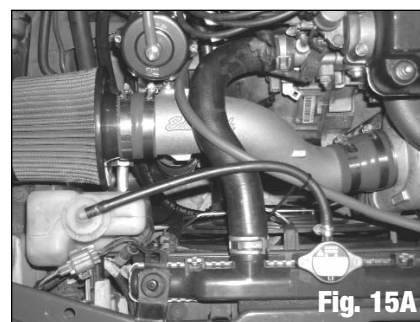


Fig. 15A

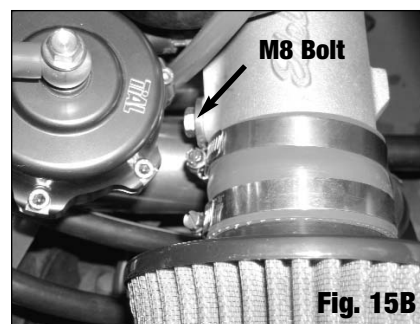


Fig. 15B

Coolant Line and Vacuum Hose Connections

1. Install the supplied coolant hard pipe in place of the lower radiator hose, using the supplied silicone couplings and hose clamps **(See Fig. 16)**.
2. Route one of the coolant lines from the turbo to the throttle body. Cut to fit and connect the line to the fitting on the throttle body **(See Fig. 17)**. On 1505 installations, route the other coolant line from the turbo to coolant fitting #11 from **Fig. 8C**. Cut to fit and connect at fitting #11. On 1510 installations, route the line to the fitting under the distributor that originally connected to the hose running to the throttle body. Use the supplied hose clamps to secure.
3. Measure and cut to length the ¼" Red Silicone Hose and connect the wastegate to the fitting on the intake manifold inlet pipe specified in step 6 of the "Plumbing and Intercooler Installation" section. Measure and cut to length the ¼" Red Silicone Hose and connect the Blow-Off Valve to the fitting on the intake manifold specified in **Fig. 8C**.

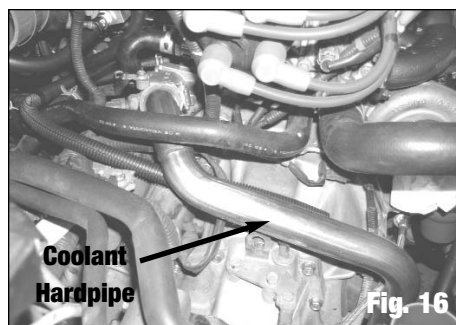


Fig. 16

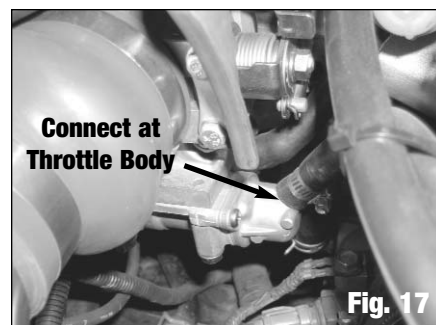
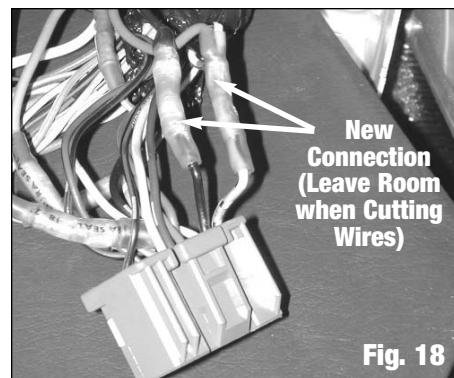


Fig. 17

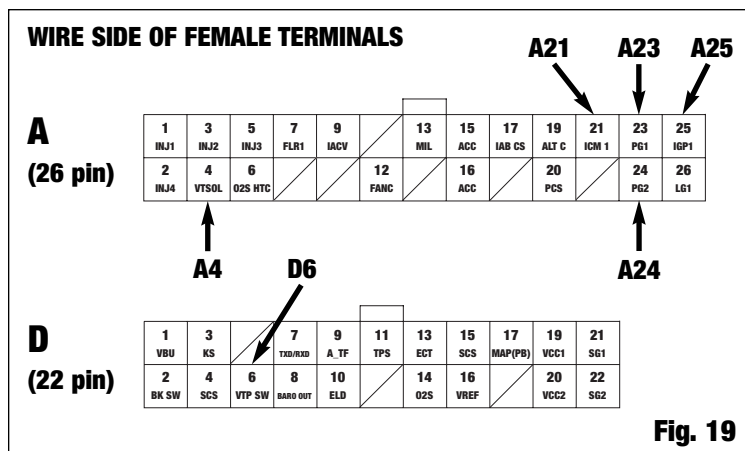
Auxiliary Engine Management Computer Installation

1. (**Note:** Whenever cutting wires, do not cut next to the plug end. Make sure to leave room for a new connection. **See Fig. 18**). Directly above the A/C condensation drain is an unused rubber grommet. Use a sharp blade to cut a round hole approximately 1/2" in diameter in the center of the grommet. Insert an electrician's "fishing wire" or a straightened out wire hanger through the grommet and under the dashboard.
2. Working from under the dash, attach the Edelbrock/MotoTron 3-wire MAP sensor connector (labeled "MAP") to the hanger or wire with tape, and "fish" the connector through the hole in the grommet. Repeat the procedure for the red power wire ring connector, "Charge Temp" 2-wire connector, black ground wire, and the pink and red injector wires.
3. Attach the MAP sensor connector to the Edelbrock/MotoTron MAP sensor (installed into the Victor X intake manifold) and attach the Charge Temp sensor connector to the sensor in the intake manifold inlet pipe.
4. Using the supplied butt-splice connectors, connect the pink and red injector wires to the same colored wires on the auxiliary injector wire harness which should already be connected to the injectors. Use a heat gun or blowdrier to shrink the butt-splice connector insulation. Use a piece of heavy cardboard to shield any nearby electrical tape or other components that could be damaged by heat. **NOTE: DO NOT USE A LIGHTER OR OTHER OPEN FLAME IN THE ENGINE COMPARTMENT TO SHRINK THE SPLICE CONNECTOR INSULATION.**
5. Remove the engine compartment fuse box cover and use an 8mm socket to remove the screw holding the white power wire. Connect the red power wire to this terminal using the stock screw.
6. The black ground wire should be connected to the battery grounding strap on the shock tower. Make sure this connection is clean and free of corrosion.
7. Remove the passenger side kick panel to access the factory ECU. Remove the ECU from its bracket. Partially unwrap the wiring harness coming out of the factory ECU to have more room to work with the wiring. Continue wiring according to the model year of your vehicle as listed below.



1994-1995 Vehicles

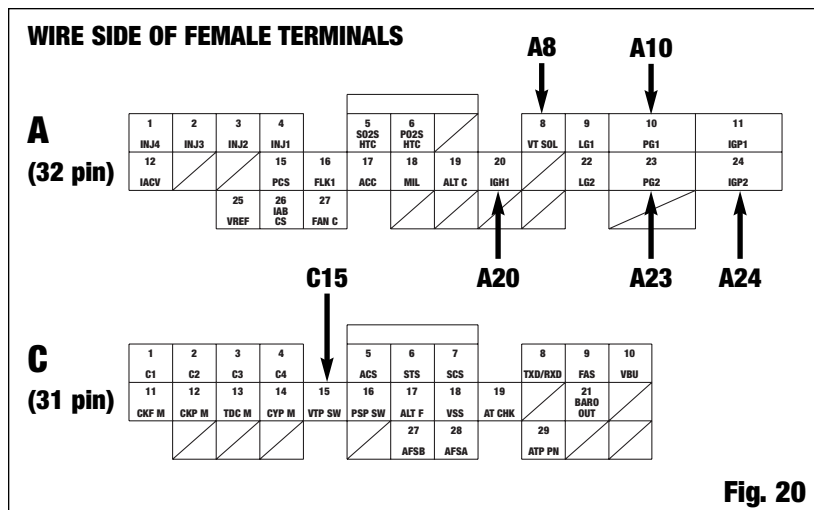
- A. Unplug the A (26 pin) and D (22 pin) plugs from the factory ECU.
- B. The Edelbrock/MotoTron ECU modifies the VTEC switching RPM: Locate the VTEC Signal wire (VTSOL) on the wire side of the factory wiring harness near the ECU. This is a green wire with a yellow stripe, located in position A4 (**See Fig. 19**). Cut the wire and strip both ends. The end leading to the engine compartment should be connected to the grey wire (VTEC) on the Edelbrock harness. The end leading to pin A4 is connected to the red wire on the Edelbrock VTEC Pressure Switch Control Box. The Edelbrock VTEC Pressure Switch Control Box is the small black box with black, purple, and red wires.
- C. The Edelbrock/MotoTron ECU modifies the ignition signal to control the ignition timing: Locate the Ignition Control wire (ICM1). It is a yellow wire with a green stripe, found at pin A21 (**See Fig. 19**). Cut the wire and strip both ends. Connect the end leading to the engine compartment to the green/black wire (EST1) on the Edelbrock harness. The end leading to pin A21 should be connected to the red wire (CRANK+) on the Edelbrock harness.
- D. The Edelbrock/MotoTron ECU needs a switched 12 volt source: Locate the Ignition Power wire (IGP1), which is a yellow wire with a black stripe, located at pin A25 (**See Fig. 19**). Cut the wire and strip the ends. With a butt-splice connector, connect both ends to the purple wire (KEYSWITCH) on the Edelbrock harness.
- E. The Edelbrock/MotoTron ECU and the Edelbrock VTEC pressure control switch both need to be grounded: Locate an ECU ground wire (PG1 or PG2). It is a heavier black wire found at pin A23 (PG1) and also at A24 (PG2) (**See Fig. 19**). Cut and strip both ends of either ground wire. Connect one end of the factory ECU ground wire and the black (GROUND) wire on the Edelbrock harness into one side of a splice connector, and the other end of the factory ECU ground wire and the black wire on the Edelbrock VTEC pressure switch control box into the other side of the splice connector. You may also use more than one butt-splice connector, or make more than one connection to PG1 or PG2 if necessary.



- F. The Edelbrock VTEC Pressure Switch Control Box needs to intercept the VTEC oil pressure signal: Locate the VTEC pressure switch wire (VTP SW). It is a blue wire with a black stripe located at pin D6 (**See Fig. 19**). Cut the wire and strip only the end leading to ECU pin D6. Connect the purple wire from the Edelbrock VTEC pressure switch control box to the stripped end. Leave the other end (the one leading to the engine compartment) unconnected. Cover the end of it with electrical tape to prevent it from making an accidental connection.

1996-1999 Vehicles

- A. Unplug the A (32 pin) and C (31 pin) plugs from the factory ECU.
- B. The Edelbrock/MotoTron ECU modifies the VTEC switching RPM: Locate the VTEC Signal wire (VTSOL) on the wire side of the factory wiring harness near the ECU. This is a green wire with a yellow stripe, located in position A8 (**See Fig. 20**). Cut the wire and strip both ends. The end leading to the engine compartment should be connected to the grey wire (VTEC) on the Edelbrock harness. The end leading to pin A8 is connected to the red wire on the Edelbrock VTEC Pressure Switch Control Box. The Edelbrock VTEC Pressure Switch Control Box is the small black box with black, purple, and red wires.
- C. The Edelbrock/MotoTron ECU modifies the ignition signal to control the ignition timing: Locate the Ignition Control wire (ICM1). It is a yellow wire with a green stripe, found at pin A20 (**See Fig. 20**). Cut the wire and strip both ends. Connect the end leading to the engine compartment to the green/black wire (EST1) on the Edelbrock harness. The end leading to pin A20 should be connected to the red wire (CRANK+) on the Edelbrock harness.
- D. The Edelbrock/MotoTron ECU needs a switched 12 volt source: Locate the Ignition Power wire (IGP1), which is a yellow wire with a black stripe, located at pin A24 (**See Fig. 20**). Cut the wire and strip the ends. With a butt-splice connector, connect both ends to the purple wire (KEYSWITCH) on the Edelbrock harness.



- E. The Edelbrock/MotoTron ECU and the Edelbrock VTEC pressure control switch both need to be grounded: Locate an ECU ground wire (PG1 or PG2). It is a heavier black wire found at pin A10 (PG1) and also at A23 (PG2) (**See Fig. 20**). Cut and strip both ends of either ground wire. Connect one end of the factory ECU ground wire and the black (GROUND) wire on the Edelbrock harness into one side of a splice connector, and the other end of the factory ECU ground wire and the black wire on the Edelbrock VTEC pressure switch control box into the other side of the splice connector. You may also use more than one butt-splice connector, or make more than one connection to PG1 or PG2 if necessary.
- F. The Edelbrock VTEC Pressure Switch Control Box needs to intercept the VTEC oil pressure signal: Locate the VTEC pressure switch wire (VTP SW). It is a blue wire with a black stripe located at pin C15 (**See Fig. 20**). Cut the wire and strip only the end leading to ECU pin C15. Connect the purple wire from the Edelbrock VTEC pressure switch control box to the stripped end. Leave the other end (the one leading to the engine compartment) unconnected. Cover the end of it with electrical tape to prevent it from making an accidental connection.

2000-2001 Vehicles

- A. Unplug the B (25 pin) and C (31 pin) plugs from the factory ECU.
- B. The Edelbrock/MotoTron ECU modifies the VTEC switching RPM: Locate the VTEC Signal wire (VTS) on the wire side of the factory wiring harness near the ECU. This is a green wire with a yellow stripe, located in position B12 (**See Fig. 21**). Cut the wire and strip both ends. The end leading to the engine compartment should be connected to the grey wire (VTEC) on the Edelbrock harness. The end leading to pin B12 is connected to the red wire on the Edelbrock VTEC Pressure Switch Control Box. The Edelbrock VTEC Pressure Switch Control Box is the small black box with black, purple, and red wires.
- C. The Edelbrock/MotoTron ECU modifies the ignition signal to control the ignition timing: Locate the Ignition Control wire (ICM). It is a yellow wire with a green stripe, found at pin B13 (**See Fig. 21**). Cut the wire and strip both ends. Connect the end leading to the engine compartment to the green/black wire (EST1) on the Edelbrock harness. The end leading to pin B13 should be connected to the red wire (CRANK+) on the Edelbrock harness.

D. The Edelbrock/MotoTron ECU needs a switched 12 volt source: Locate the Ignition Power wire (IGP1), which is a yellow wire with a black stripe, located at pin B1 (**See Fig. 21**). Cut the wire and strip the ends. With a butt-splice connector, connect both ends to the purple wire (KEYSWITCH) on the Edelbrock harness.

E. The Edelbrock/MotoTron ECU and the Edelbrock VTEC pressure control switch both need to be grounded: Locate an ECU ground wire (PG1 or PG2). It is a heavier black wire found at pin B2 (PG1) and also at B10 (PG2) (**See Fig. 21**). Cut and strip both ends of either ground wire. Connect one end of the factory ECU ground wire and the black (GROUND) wire on the Edelbrock harness into one side of a splice connector, and the other end of the factory ECU ground wire and the black wire on the Edelbrock VTEC pressure switch control box into the other side of the splice connector. You may also use more than one butt-splice connector, or make more than one connection to PG1 or PG2 if necessary.

F. The Edelbrock VTEC Pressure Switch Control Box needs to intercept the VTEC oil pressure signal: Locate the VTEC pressure switch wire (VTM). It is a blue wire with a black stripe located at pin C10 (**See Fig. 21**). Cut the wire and strip only the end leading to ECU pin C10. Connect the purple wire from the Edelbrock VTEC pressure switch control box to the stripped end. Leave the other end (the one leading to the engine compartment) unconnected. Cover the end of it with electrical tape to prevent it from making an accidental connection.

8. Mount the Edelbrock/MotoTron ECU and Edelbrock VTEC Pressure Switch Control box under the dash in a convenient location, securing them with wire ties. Using a heat gun, shrink the insulation on the butt-splice connectors. Use a piece of heavy cardboard to shield carpeting and any nearby electrical tape or other components that could be damaged by heat. Wrap the newly connected wiring with electrical tape to protect it and secure with tie wraps as necessary. Reconnect the ECU plugs to the factory ECU and reinstall the factory ECU. Replace the passenger side kick panel.

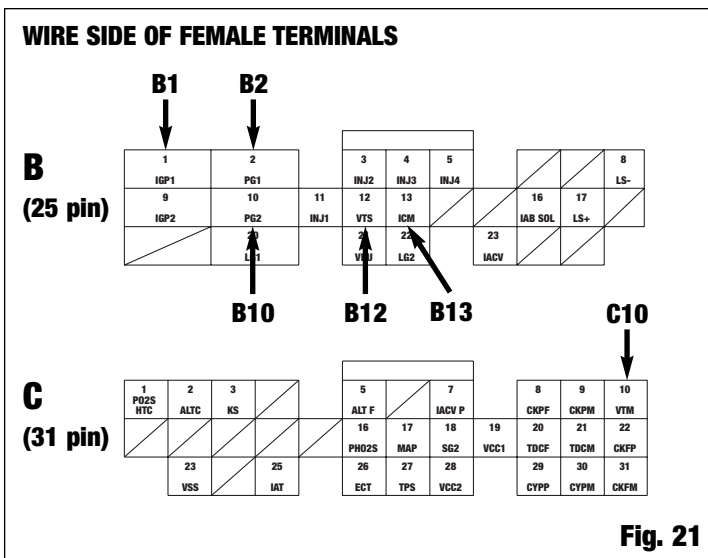
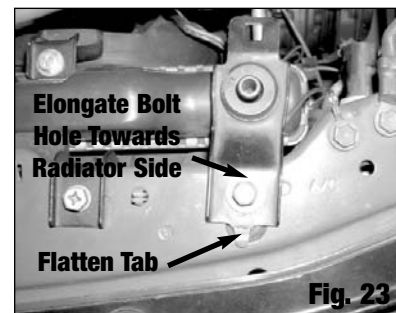


Fig. 21

Bumper Cover and Fender Liner Modification and Final Parts Re-installation

- On the inside of the front bumper cover, material from the back side of the grill will need to be trimmed to clear the intercooler. Temporarily place bumper cover on the vehicle and check for clearance. Using a cutoff wheel, trim areas that contact the intercooler. This may vary if an aftermarket bumper cover has been installed. Factory turn signal lights will fit. However, brackets for turn signal lights in the bumper may need to be modified. Temporarily place bumper cover on the vehicle again and check for clearance. Continue to trim as necessary.
- After fitting the bumper cover, temporarily place each fender liner in place and mark area where interference with the intake piping occurs. Trim out material as needed (**See Fig. 22**).
- Install the fender liners and bumper cover following the Factory Service Manual instructions. Use any remaining tie-wraps to secure any cut sections of the fender liners if necessary.
- After fitting the fender liners, you will need to modify the radiator support brackets that were removed during the beginning of this installation. It is beneficial to hold the radiator slightly forward of it's original position to provide clearance. Using a hammer or bench vise, carefully flatten the tab at the end of the radiator support brackets. Elongate the bolt hole in each bracket towards the radiator side of the bracket using a die grinder or file. Elongate the bolt holes by approximately 1/4". Install the brackets, leaving the bolts somewhat loose. Carefully flex the radiator as far forward as you can and tighten the bolts (**See Fig. 23**). Remove the A/C line support bracket bolt. Carefully flex the A/C line forward, sliding the bracket over to the left, and reattaching it to the body with the stock bolt and the supplied M6 x 1.0 black oxide coated, serrated flange nut. Attach it to the unused hole slightly left and forward of the stock bolt hole.
- Install the battery tray and battery. Install the battery tie down and reconnect the battery cables.
- Fill the oil to the level recommended in the **"Final Checklist"** on page 13, and fill coolant to Factory Service Manual specifications.

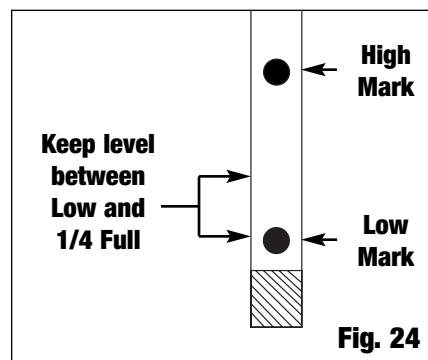


Boost Gauge and Boost Gauge Mounting Pod Installation

1. Follow the installation instructions included with the boost gauge and mounting pod for installation. Remember, the boost gauge line will connect to fitting #1 in Figure 8C. **NOTE: The boost gauge MUST be installed to allow you to properly monitor the amount of boost pressure. If the boost reads higher than normal (6-8 psi) for any reason, do not drive the vehicle. Running higher than recommended boost pressures on a stock engine could result in engine damage if driven repeatedly. Contact our Tech Line at: 800-416-8628 for assistance if overboost occurs.**

Final Checklist (Note: Do not start vehicle before completing this list.)

- ☐ Make sure that all fluids are at the recommended factory levels. However, the oil level should be kept at approximately 1/4 of the distance from the low to high marks on the dipstick to help oil drainback from the turbocharger. Check oil level more often to make sure it does not run below the low mark on the dipstick (**See Fig. 24**). (**Note: As stated above, we recommend the use of a synthetic 10W30 motor oil. Mobil1 was used in our testing.**)
- ☐ Prime the turbocharger oil supply. Before starting the vehicle, the turbocharger oil drain hose should be disconnected from the oil pan and the engine should be turned over with starter until oil is running out of the oil drain hose. This will ensure that the turbo is lubricated before initial start-up. This should be done with the spark plugs removed and the wiring harness plug disconnected from the Auxiliary Engine Management Computer. Disconnecting the wiring harness from the Auxiliary Engine Management Computer will disable the ignition (**Note: It may take one or two minutes of intermittent cranking for the oil system to be primed and for oil to reach the drain hose. To keep from abusing the starter, crank the engine in 20-30 second intervals, until oil reaches the drain hose.**). Once oil flow is established, reconnect the turbocharger oil drain hose and Auxiliary Engine Management Computer. Check the oil level again after priming the oil supply.
- ☐ Make sure the oil drain hose has no kinks, and that portions of the hose do not hang more than slightly lower than the drain fitting in the oil pan. This can cause a back-up of oil in the hose, preventing proper draining of oil from the turbo housing. This can result in small amounts of oil being drawn into the turbine housing, causing oil smoke to be seen coming from the exhaust.
- ☐ Along with synthetic oil, we strongly recommend using a colder sparkplug in the engine. In our testing, we used Champion RC9MC4 sparkplugs (stock #434). You may use any manufacturer's plug that matches the stock plug configuration and is two to three heat ranges colder than stock.
- ☐ Start the engine and check for any vacuum, fuel, or oil leaks.
- ☐ Reset ignition timing to factory specifications. **NOTE: Ignition timing MUST be reset. Possible engine damage may occur if timing is not reset.**
- ☐ Use only premium grade 91 octane (or higher) fuel with this turbo kit. Lower grade fuel can cause pre-ignition (knock), and possible engine damage, if used.



Maintenance and Service

Follow your regular factory recommended service intervals. However, we recommend changing the oil every 3000 miles, as compared to the factory recommended 7500 miles.

Special Notice

This Edelbrock part has received an Executive Order number (E.O. #) from the California Air Resources Board (C.A.R.B.) making it legal for street use on pollution-controlled motor vehicles in all 50 states. To assist you with emissions inspection, we have included a silver E.O. decal to verify that this part is a legal replacement part on the vehicle for which it is cataloged. The adhesive-backed decal should be affixed next to the existing emission and engine specification decal. Do not cover your original equipment specification decal with the Edelbrock E.O. decal.

Edelbrock Corporation • 2700 California Street • Torrance, CA 90503
Tech Line: 800-416-8628 • E-Mail: edelbrock@edelbrock.com